



Los Angeles Harbor Area Public Access & Urban Waterfront Plan

Summary Report

Prepared for
California State Coastal Conservancy
L.A. Harbor Watts Economic Development Corporation

MAY 2005

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I. Introduction

Closing the Coast Trail Gap and Creating Linkages

The California Coastal Trail (CCC) is a continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking, biking and other complementary modes of non-motorized transportation.

The California State Coastal Conservancy's Los Angeles Harbor Area Public Access & Urban Waterfront Plan seeks to aid in completing the CCT, by closing the gap in the L.A. Harbor Area. In 2003, the Coastal Conservancy (SCC) completed a report on the obstacles and progress toward completing the CCT, and this report identified the L.A. Harbor Area as a "gap" area, where the trail was not continuous and was in need of substantial additional planning and implementation actions to complete.

The Coastal Conservancy's plan seeks to establish better linkages between the coast and neighboring coastal communities in the L.A. Harbor Area. The SCC has been charged with connecting the CCT with inland connecting trails, so that better access to the coast is afforded to all coastal and inland communities.

Community open space, parks, waterfront access and recreational opportunities have been, and continue to be, extremely limited in the L.A. Harbor communities of San Pedro and Wilmington. The communities of San Pedro, Wilmington and Harbor City are among the most low-income, park-poor areas in Los Angeles. It is estimated that nearly three-quarters of local children are not within walking distance of a park.

Planning History

Recognizing statewide, regional and local needs, since 2001, staff of the SCC have been working with local citizens, public agency staff, elected officials, interested stakeholders and property owners, both public and private, to promote increased public access to the waterfront and shoreline areas of the L.A. Harbor Area, and to better connect adjacent coastal communities to the coast.

Beginning in 2000, community planning efforts in San Pedro were refocused on providing greater public access to the waterfront and reconnecting the community to the shoreline. In 2001, the Waterfront Task Force for the Community and Harbor (WATCH) was formed to develop suggested content for an access plan for the San Pedro waterfront. In June, the SCC approved a grant to the City of Los Angeles Harbor Department and the Los Angeles Harbor Watts Economic Development Corporation (EDC) to identify preferred alignments for public access in San Pedro along the westside of the L. A. Harbor from the Cabrillo Breakwater to Vincent Thomas Bridge. After a series of community meetings, and with the help of planning consultants, the WATCH plan identified preferred alignments for a waterfront access promenade and specific sites for public access development, including Beacon Street Bluffs/Plaza Park and Knoll Hill.

The Final WATCH Plan, adopted by the newly formed Port Community Advisory Committee (PCAC) in May 2002, included three recommendations: 1. Increase public access to the central waterfront and creating stronger linkages between the port and surrounding communities; 2. Add Wilmington in the next phase of waterfront planning; and 3. Extend the Promenade to Knoll Hill, Wilmington, Point Fermin and White Point, as part of the coastal trail system.

During 2002, the Harbor Department hired planning consultants to prepare a coordinated framework for waterfront/downtown development in San Pedro and identify access improvements which "promote public access to the waterfront and strengthen the physical/visual connectiveness between city and water."

Also in 2002, the draft of the SCC's coastal trail report, identified the L.A Harbor as a "gap" segment in a continuous CCT. The final report, released in January 2003, recommended that the SCC work with local government and citizens to develop a plan for coastal trail improvements in the L.A. Harbor Area.

In June 2003, the SCC approved a grant to the Los Angeles Harbor Watts EDC, to develop the L.A. Harbor Area Public Access & Urban Waterfront Plan. In the past two years, the staff of the SCC have been working with the staff of the EDC, a team of consultants, local agency representatives, local citizens and interested stakeholders, including both public and private landowners, to prepare an implementation strategy for increasing public access to the L.A. Harbor Area.

L.A. Harbor Coastal Access - Today and Tomorrow

Existing California Coastal Trail

The map of the existing California Coastal Trail through the L.A. Harbor Area reveals that:

- Many sections of the trail exist in some fashion in San Pedro today, yet many new regional access facilities are lacking, and there remain important gaps to be filled in.
- Most sections through Wilmington are needed.
- Many important potential scenic destinations and existing public facilities are overlooked by a lack of trail identification, organization or alignment.
- Waterfront communities are not connected to the shoreline areas.
- Natural resources, including canyons, greenways and drainage areas, remain neglected, overlooked and disenchanting from each other.



Completed California Coastal Trail with Community Gateways

The map of the completed California Coastal Trail signals an integrated state-wide, regional and local system which will include:

- Lower Coastal Trail, to provide the closest shoreline public access legally possible without any additional public property acquisition;
- Upper Coastal Trail, to provide direct links to adjacent coastal communities, both their residential and downtown commercial neighborhoods;
- Spurs, to provide closer waterfront public access and undiscovered shoreline views;
- Regional Connectors, to provide important regional inland connections;
- Close connections to adjacent communities; and
- Restoration and enhancement of coastal natural resources and features as part of the overall trail network.



Major Plan Elements

Coastal Trail Analysis

The plan includes a Coastal Trail analysis for the Los Angeles Harbor Area to identify the:

- status of trail segments and needed improvements to the existing trail
- proposed trail segments to complete the Coastal Trail
- destinations of the existing and proposed Coastal Trail
- Connector and Spur trails to connect coastal and inland areas

Coastal Gateways

The plan includes concept and design plans for a number of community “gateways,” connecting inland communities to waterfront and shoreline areas. This plan has been closely coordinated with the current San Pedro and Wilmington waterfront projects being managed by the Harbor Department of the City of Los Angeles.

Restoration Projects

The plan includes concept and design plans for waterfront improvement and restoration projects that encourage the conservation, restoration and enhancement of coastal natural resources and watersheds.

Early Implementation

Finally, this plan includes concept and design plans for several early implementation projects, including suggested projects in Wilmington, several locations in San Pedro, and at Point Fermin on the Palos Verdes Peninsula. These initial implementation project areas include the East Wilmington Greenbelt adjacent to the Wilmington waterfront; the San Pedro Waterfront Gateway Park, linking

the Cruise Ship Terminal via the newly completed first phase of the waterfront Promenade to Knoll Hill and the 110 Freeway corridor, west to Gaffey Street; Beacon Street Bluffs and San Pedro Plaza Park, extending along the central San Pedro waterfront; and the Point Fermin Coast, extending from Sunken City/Pacific Avenue to White Point/Shoreline Park, along Paseo Del Mar.

This plan seeks to integrate statewide objectives to:

- provide coastal access and a continuous coastal trail;
- provide public access for adjacent neighborhoods and local communities as well as regional visitors;
- provide interpretation and environmental education; and
- preserve and protect coastal natural resources.

This plan was prepared pursuant to the responsibilities of the California State Coastal Conservancy regarding the restoration of urban waterfront areas and the provision of coastal access and public use and enjoyment of the coast. The Coastal Conservancy has a principal role in providing for public access to and along the coast of California, and providing for a continuing Coastal Trail and a system of public accessways. The Coastal Conservancy has a principal role in restoring the state’s urban waterfront areas.

This plan was prepared by staff of the SCC with the assistance of the staff of the Los Angeles Harbor Watts Economic Development Corporation, and with the assistance of the consultant firms Duvivier Architects (DA), Interactive Planning and Management, SMWM, CMG, Carl Cheng, and Mia Lehrer + Associates.



East Wilmington Greenbelt



Waterfront Gateway Park



Beacon Street Bluffs and Plaza Park



Sunken City

II. Goals of the Plan

The goals of this plan are to:

- COMPLETE the gap in the California Coastal Trail and establish linkages between the coast and neighboring coastal communities.

Integrate Coastal Trail linkages with other local community and regional connections, by siting coastal trail destinations and support facilities with inland trail intersections.

- CREATE different types of coastal access and multiple opportunities for experiencing the coast and Los Angeles Harbor Area.

Build on existing parks, open space and streets network.

Expand open space, park and public access opportunities to and along the waterfront and shoreline areas and between adjacent neighborhoods and downtown areas.

Strengthen the physical and visual connections between communities and the water's edge and integrate new facilities into the existing community fabric.

- PROVIDE new public access along the waterfront and shoreline areas of Los Angeles Harbor, including adequate and appropriate signage, destinations and stops, waste and trash facilities. Work to provide general conditions of safety and security.
- PRESERVE (and enhance) the distinct character of the local communities and neighborhoods in the Los Angeles Harbor Area, including important “working waterfront” areas.



A goal of this plan is to establish links to the coast and neighboring coastal communities.



Another goal is to preserve the distinct character of the working waterfront.

III. Elements of the Plan

This plan integrates statewide, regional and local goals for increased coastal access, as well as better connections between the coast and adjacent coastal communities. Implementation of coastal trail improvements, to close the gap within the Los Angeles Harbor Area, will establish the basis for a continuous open space network that connects points along the shoreline, and the shoreline to adjacent communities.

Completing the various segments of the Coastal Trail in the Los Angeles Harbor Area will connect existing, fragmented open space along the waterfront and connect the coast and waterfront areas to the rest of the San Pedro and Wilmington communities. This plan contains elements that reinforce the recommendation made in the WATCH Report to provide a continuous waterfront promenade from the Vincent Thomas Bridge to Cabrillo Beach and the San Pedro Breakwater, a distance of approximately 8.5 miles through the central San Pedro waterfront. This plan also contains elements to extend the Promenade to Knoll Hill, Wilmington, Point Fermin and White Point/Shoreline Park, as part of the California Coastal Trail.

This plan creates a strong public access, open space, and natural areas stewardship framework, which defines strong public linkages to and along the coast, and takes advantage of existing open spaces, parks, playgrounds, school grounds, and under-utilized or undeveloped public spaces, as well as natural habitats.

The plan provides a series of selective “coastal waterfront gateways” that define a sense of arrival at the coast and shoreline. A number of waterfront open space, interpretation, and access destinations are proposed to be connected together to form a better linear chain and a better network to inland linkages.

A system of “coastal gateways” is suggested to provide visual, vertical and lateral access to the waterfront and shoreline areas of the Los Angeles Harbor Area, providing managed and controlled, yet vastly improved, access, protecting the industrial activities of the harbor and recognizing the need for maximum safety and port security.



This plan recommends a continuous waterfront promenade from Vincent Thomas Bridge to Cabrillo Beach and Knoll Hill.



This plan reinforces the access needs to existing waterfront amenities.

The planning effort has evaluated more than a dozen areas within the Harbor. This summary report provides detailed analysis of the needs of the California Coastal Trail. It also recommends early implementation projects, including:

- The East Wilmington Greenbelt, along the Wilmington Waterfront;
- The Waterfront Gateway Project, connecting the Cruise Ship Terminal with Gaffey Street to the west;
- The Beacon Street Bluffs/San Pedro Plaza Park;
- The Point Fermin Coast, linking Sunken City and Pacific Ave to White Point/Shoreline Park through Point Fermin Park and Paseo del Mar.

In addition, a public access assessment has also been prepared as a companion document to this plan. *The Los Angeles Harbor Area - California Coastal Trail Access Analysis* provides a detailed assessment of the existing conditions, access opportunities, and constraints along the Coastal Trail in the Los Angeles Harbor Area. This document is available from the State Coastal Conservancy.

The Community Linkages Plan, a separate companion document, provides further detail of the early implementation projects. These conceptual designs were developed using a community-based planning effort. This plan also details the 2025 vision for the CCT, with a complete network of greenways linking a continuous coastal trail with inland communities and open space areas.



Vincent Thomas Bridge as seen from Wilmington

IV. California Coastal Trail, Linkages and Community Gateways

Objectives

The California Coastal Trail is a continuous public right-of-way along the California coastline; a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking, biking and other complementary modes of non-motorized transportation.

The California Coastal Trail:

- Provides a continuous connection to the shoreline at appropriate intervals and with sufficient transportation access to encourage public use;
- Provides a valuable experience for the user by protecting the natural environment and cultural resources while also providing public access to beaches, scenic vistas, wildlife viewing areas, recreational or interpretive facilities, and other points of interest; and
- Creates linkages to other trail systems and urban population centers.

The California State Coastal Conservancy's report, *Completing the California Coastal Trail*, adopted in 2003, identifies the area between Palos Verdes and Long Beach as one of five projects in need of additional access facilities and access improvement in Los Angeles County.

The Conservancy's report states that, "The Coastal Conservancy will assist the Cities of Los Angeles and Long Beach in providing a continuous pedestrian and bicycle trail around the western and northern edge of the harbor area from Cabrillo Beach to the Los Angeles River Trail."

California Coastal Trail development through San Pedro, Wilmington and the harbor area of Long Beach will connect the existing trails at Paseo del Mar and Point Fermin Park to the L.A. River while also connecting the coast to adjacent communities.

The California Coastal Trail through the Los Angeles Harbor Area has not been completed to date. Along long stretches it is nonexistent, discontinuous or in various degrees of disrepair, often posing dangerous and hazardous conditions to potential users and visitors.

Through the Los Angeles Harbor Area, the California Coastal Trail splits into two branches called the Lower and Upper Coastal Trails. The Lower Coastal Trail typically follows the coastline adjacent to the water's edge or as close as possible. The Upper Coastal Trails are parallel to the Lower Coastal Trail and slightly inland, connecting the heart of the residential and commercial communities through which it travels.

Lower Coastal Trail - Most of the Lower Coastal Trail in San Pedro incorporates already developed pedestrian and bicycle routes, which are mostly in good condition. There are a few sections in need of improvements and a few missing links. Through Wilmington all of the Lower Coastal Trail is proposed and would require some level of improvement. These routes will bring residents and visitors alike to unknown and interesting parts of the harbor that offer incredible views and the opportunity to view the working harbor.

Upper Coastal Trails - Some of the San Pedro Upper Coastal Trails incorporate already developed pedestrian and bicycle routes, which are mostly in good condition. The proposed routes connect the existing sections to important local destinations. There are sections needing improvements. Through Wilmington all of the California Coastal Trail is in need of improvements.

The California Coastal Trail remains incomplete, discontinuous and occasionally hazardous.

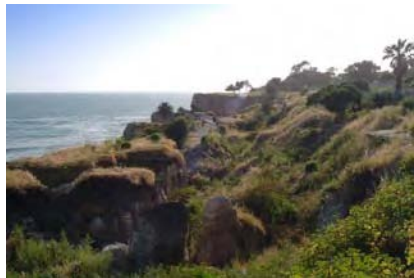


San Pedro

Historically, San Pedro had a close relationship with its working waterfront. The topography and pattern of urban development directed pedestrian access from local neighborhoods to the central waterfront and its shipyards, fishing boats and ferry terminal. With the industrialization of cargo operations and the decline of fishing and shipbuilding industries, this close relationship was gradually broken. Today many physical constraints prevent public access to the waterfront. There is an abundance of under-utilized waterfront area; fragmented and unconnected from the rest of San Pedro.

The development of this land, combined with existing inland resources, provide opportunities for creating substantial public open space and amenities and for enhancing pedestrian connections to the waterfront and shoreline. San Pedro's major streets and overlooks can also become the windows to the waterfront and coastline by emphasizing view corridors. For example, Beacon Street Bluffs and Plaza Park are an under-utilized open space which provides outstanding opportunities to visually experience L.A. Harbor and beyond.

San Pedro



Sunken City



The harbor view from Beacon



Existing open space along waterfront is fragmented and not connected to the rest of San Pedro.

Wilmington

The Los Angeles Harbor Area community of Wilmington has been walled off from its waterfront by the scale and extent of industrial and related transportation activities which occur along the Wilmington waterfront. Wilmington is without adequate local park and recreational resources, let alone much open space or habitat resources.

Some of the most important remaining public open space in Wilmington is the East Wilmington Greenbelt. Currently, there is an opportunity to acquire former industrial and railroad properties to expand the greenbelt south and establish a coastal gateway along Anaheim Street, the proposed alignment of the Upper Coastal Trail.

Wilmington



Truck traffic on Harry Bridges



East Wilmington Greenbelt



Wilmington has been walled off from its waterfront by the scale and extent of industrial activities.

Linkages and Community Connections

Existing California Coastal Trail

The map of the existing California Coastal Trail through the Los Angeles Harbor Area reveals that many sections exist in San Pedro today, with important gaps to be filled in, and that most sections through Wilmington are missing.

Existing street and road segments in San Pedro function much better than segments in Wilmington. Throughout the harbor area, the high volume of highway traffic presents particular challenges.

Many important destinations, scenic stops and existing public facilities, from recreational to educational, are difficult to find due to the lack of trail identification, organization or alignment. However improvements will be made to provide for new and enhanced access and experiences which will increase the public's appreciation and contact with the ocean and link local communities to harbor and waterfront areas.

Completed California Coastal Trail

The map of the completed Harbor Area Coastal Trails System signals an integrated statewide, regional, and local system of shoreline, coastal, spurs and connector trails, focused on parallel trails, a Lower Coastal Trail and Upper Coastal Trails.

The Lower Coastal Trail provides the closest shoreline public access legally possible without any additional public property acquisition (map, page 10). The Upper Coastal Trails provide a more direct link to immediately adjacent coastal communities, their residential and commercial neighborhoods, and importantly, their downtowns. (map, page 11). Both San Pedro and Wilmington contain elements of pedestrian oriented downtowns: San Pedro along Sixth and adjacent streets up from the waterfront, and Wilmington along a length of Avalon in the downtown and potentially down to Bannings Landing.

The Coastal Trail Spurs Map (map, page 12) shows that closer waterfront public access can be achieved, maintaining both access and port safety. The undiscovered shoreline views and experiences equal those of any proposed or existing access point within the harbor area.

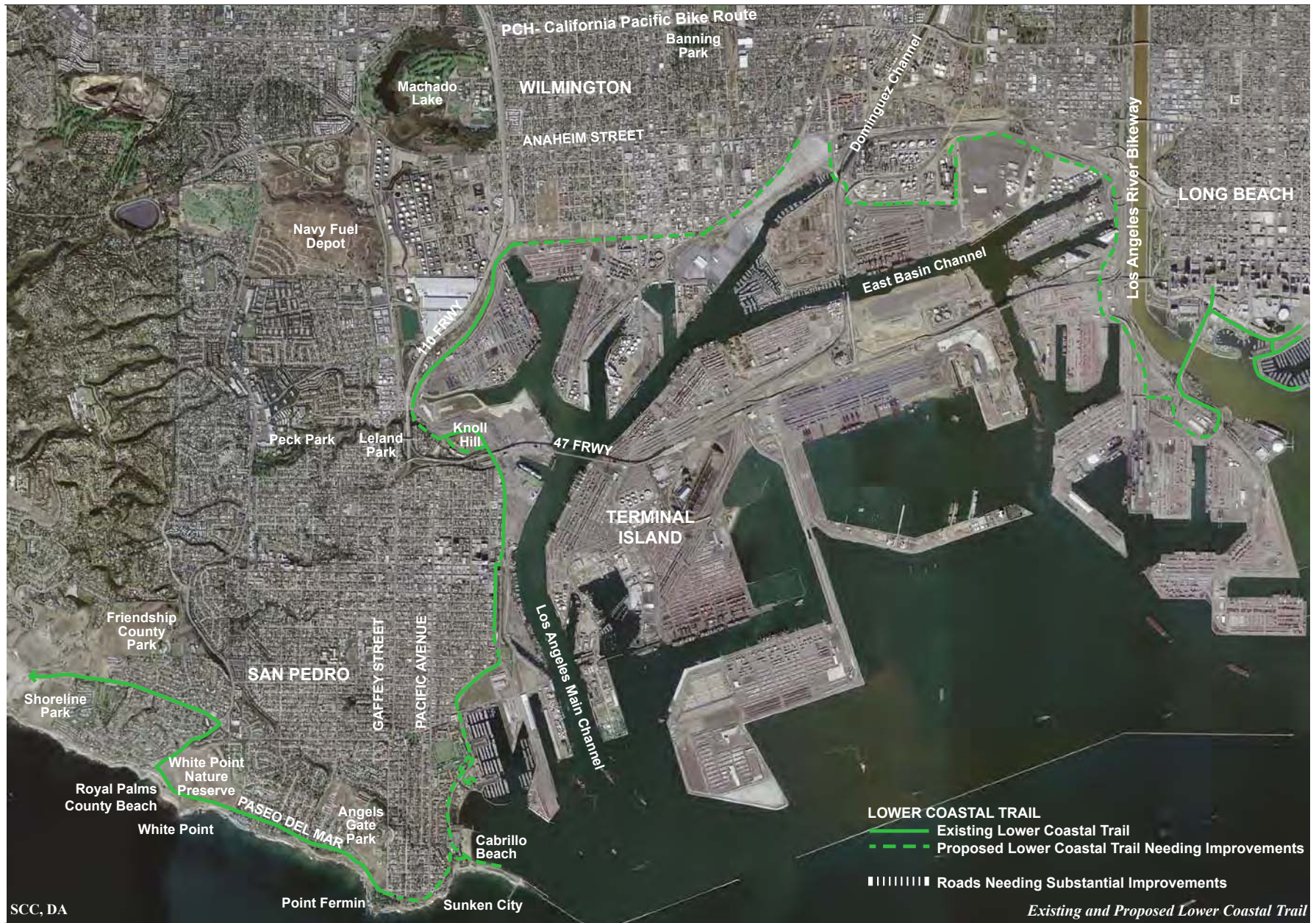
The Coastal Trail Regional Connectors Map (map, page 13) shows the regional inland connections which will help establish and maintain statewide and regional links with adjacent inland communities and existing open space resources.

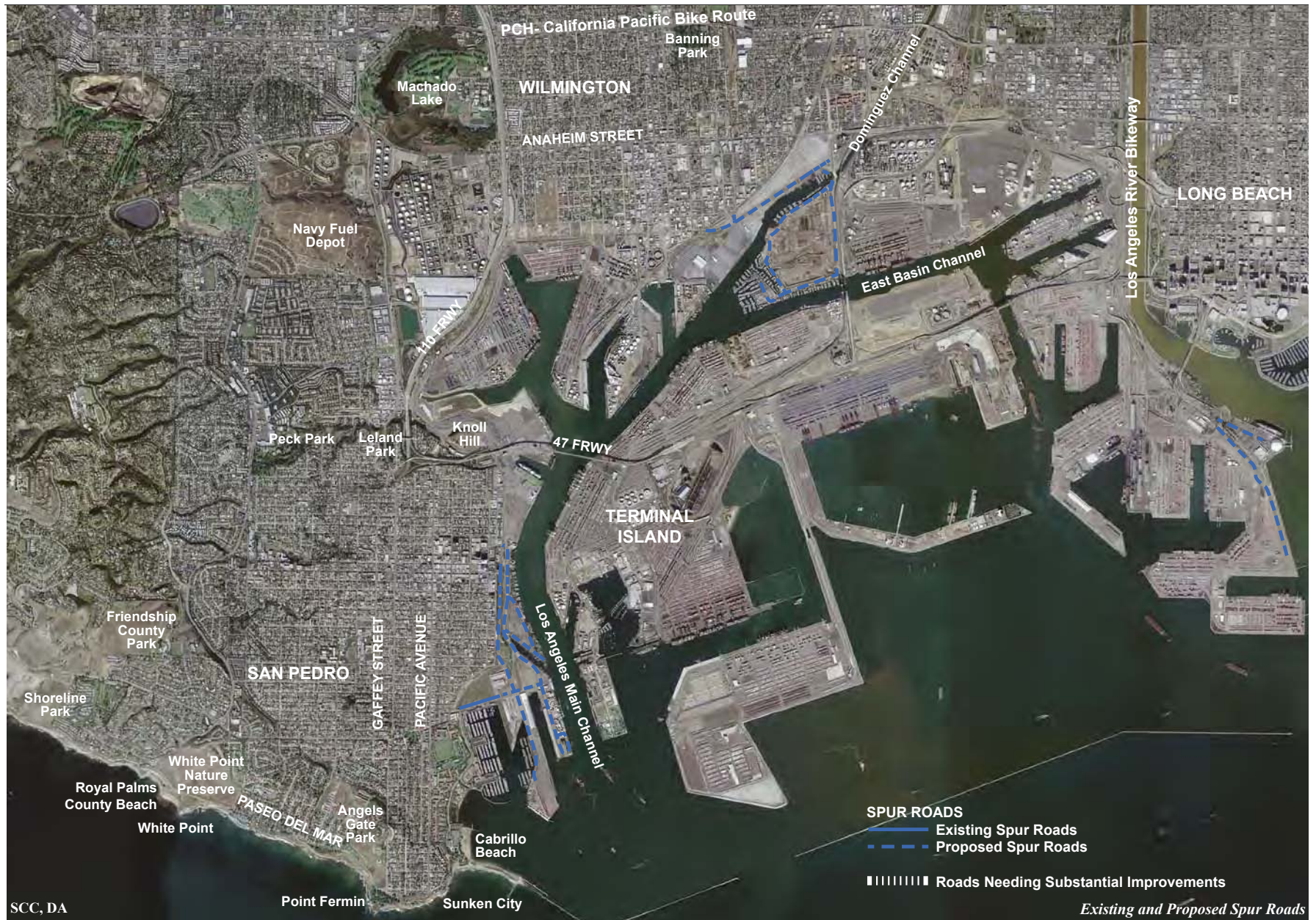
The various trail segments provide regional and local access to coastal natural areas, including coastal wetlands, riparian landscapes and marine habitats. For example, while the Point Fermin coast contains significant unparalleled scenic views of Catalina and other Channel Islands and abundant publicly-managed, protected scenic open space, this segment also has important nearshore marine resources, including significant intertidal habitat areas and tidepools.

The Lower and the Upper Coastal Trails, the main branches of the Harbor Area Trail System, intersect important inland connectors, such as the L. A. River Bike Trail, thereby providing key regional access to and from more distant inland communities along this untapped resource.

The map on page 14 shows the California Coastal Trail Harbor Area System, combining the main strings and connecting knots into a network of state, regional, and local elements which interweave and overlay to meet multiple objectives and public audiences.

The map with keyed photos, on page 15, show some of potential new and enhanced coastal access destinations and locations, including several which are recommended for immediate implementation. Nearly half a dozen of these destinations and locations are described in the next section on community gateways.







1-Avalon



2-East Wilmington Greenbelt



11-Machado Lake



10-Bandini Canyon



9-L.A. Harbor View Trail



3-L.A. River bike path



4-California Caf , Cerritos Channel



5-Banning's Landing Community Center



8-Sunken City



7-Cabrillo Beach



6-Fishing wharves on Sampson and Timms

Coastal Gateways

The Los Angeles Harbor Public Access & Urban Waterfront Plan seeks to complete the California Coastal Trail from the Point Fermin Coast to the Los Angeles River, while providing a series of waterfront “gateways,” focusing public access to the Los Angeles Harbor Area on a coordinated set of public locations and facilities.

The staff of the Coastal Conservancy consider the implementation of a series of integrated community waterfront gateways to the harbor area as an essential component of the overall Harbor Area Public Access & Waterfront Plan.

The various gateways contain essential elements which provide the visual, scenic and physical connections between the adjacent coastal communities and the harbor area. These elements include: trail and street pedestrian amenities; biking trails, connections and amenities; overlooks and viewing spots; destinations and stops; coastal/community park facilities; wayfinding and educational signage; and coastal and marine interpretive features.

The plan and initial implementation recommendations contained in this summary report propose a series of managed coastal access gateways, directing, state, regional and local visitors to specific areas to view, observe, experience or participate in varied activities along, within and adjacent to the coast.

A portion of each gateway attracts or serves local visitors, because for many local visitors, this may be their first, or their only accessible public coastal or waterfront access experience. All of the gateways feature major regional access facilities in project design, which will serve a range of users and user groups.

Staff is recommending that the Coastal Conservancy approve funding for the implementation of initial coastal trail development, including importantly, early funding to provide regional access facilities at a series of community waterfront gateways.



East Wilmington Greenbelt



Waterfront Gateway

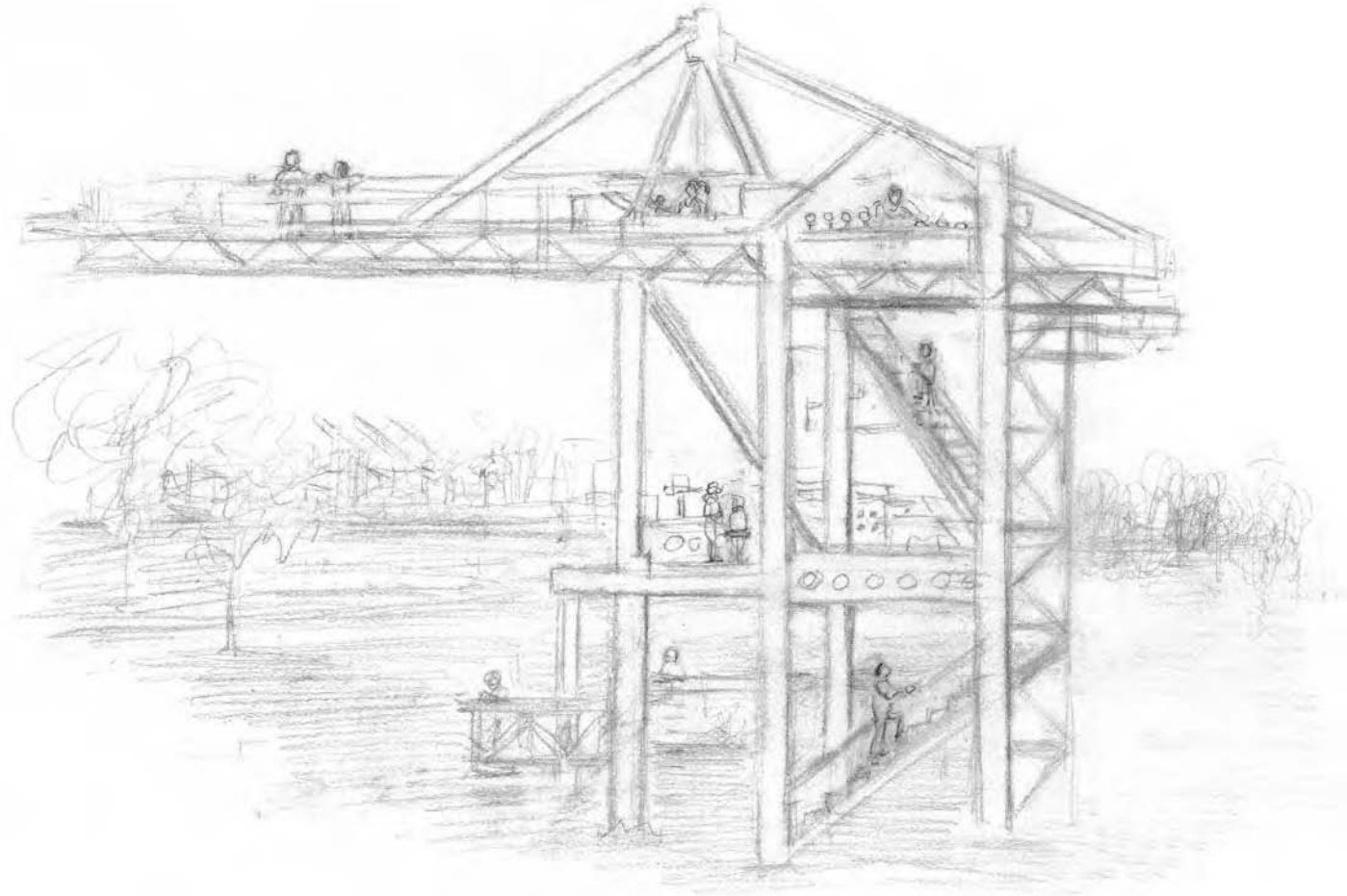


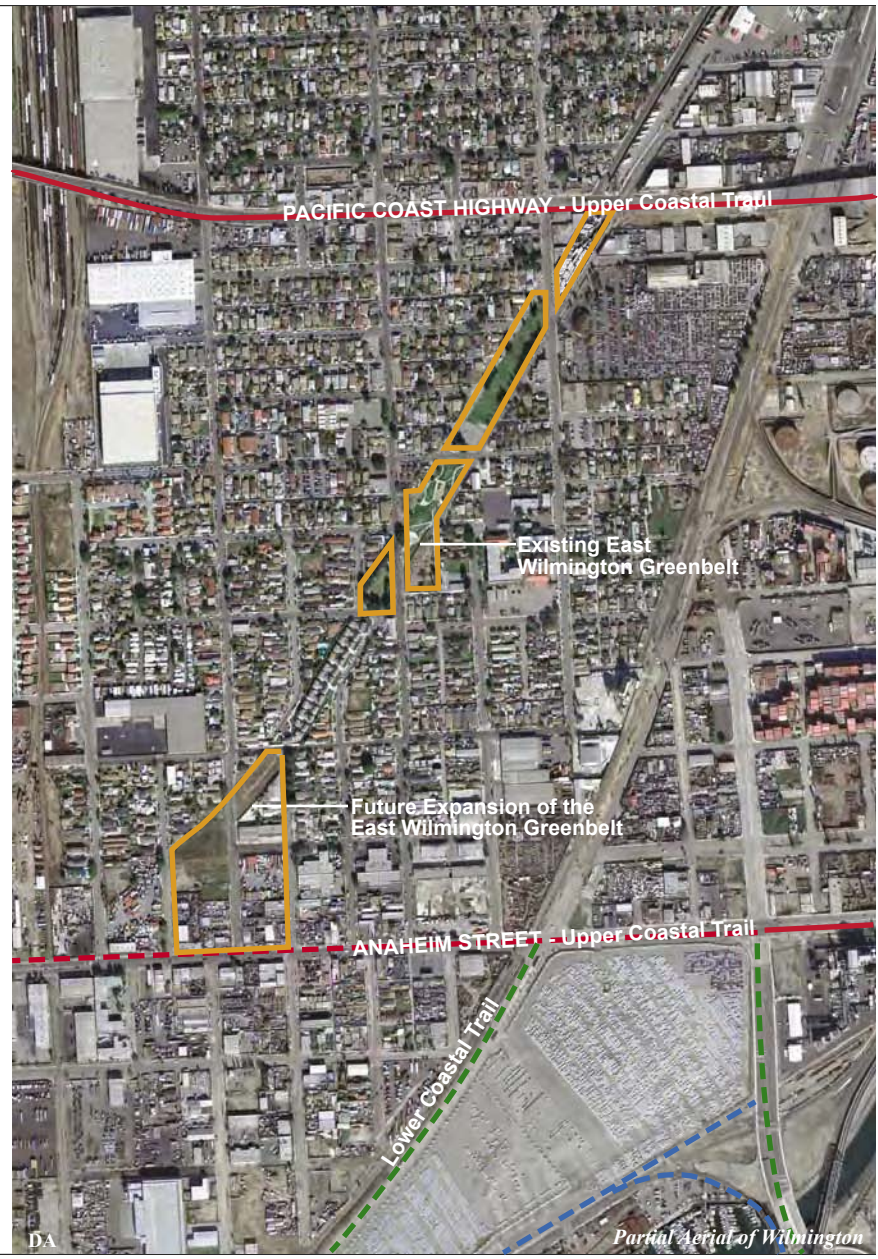
Beacon Street Bluffs/Plaza Park



Sunken City

IV. East Wilmington Greenbelt





Links

The East Wilmington Greenbelt, a former railroad right-of-way and related industrial parcels, is located east of Avalon Boulevard and downtown Wilmington and between Pacific Coast Highway and Anaheim Street. Anaheim and Pacific Coast Highway are proposed alignments for the Upper Coastal Trails through Wilmington and this portion of the Los Angeles Harbor Area.

The Greenbelt Gateway project is intended to provide inland connections to the Lower California Coastal Trail at the adjacent waterfront areas in Wilmington, such as Banning’s Landing and the East Basin of the Dominguez Channel. The Greenbelt project is also intended to provide a key link to the Upper Coastal Trails, connecting Los Angeles Harbor with the Los Angeles River and Long Beach Harbor.

This proposed park and open space will provide opportunities for passive and active recreation, habitat restoration and other amenities to serve regional visitors.

The Greenbelt is intended to provide a key link to the Los Angeles River and Long Beach Harbor.



L.A. River



California Cafe at East Basin

The Greenbelt is located near downtown Wilmington. Banning’s Landing is at the end of Avalon.



Avalon



Banning's Landing



Features

The Greenbelt Gateway project would include many elements to serve regional coastal visitors, including: destination and trail maps; historical markers and interpretive features; educational signage and way-finding; a port-viewing platform; public art; landscaping such as native plantings, shade trees, and demonstration gardens; recreational amenities such as ball fields; and prominent visual, scenic, and physical connections between Wilmington and the Coastal Trail.

It links residential neighborhoods visually and functionally to the coastal trail and along the shoreline of the Harbor.

Likewise, it provides coastal trail users with a respite from the more heavily trafficked areas of the trail by offering open space, picnic areas, and observation points.



Adjacent Wilmington residential neighborhood.



Potential view from future East Wilmington Greenbelt port-viewing platform.



Future East Wilmington Greenbelt

Action

Since the 1960's, further improvement of the East Wilmington Greenbelt has been included repeatedly in community plans for Wilmington. Funds from Proposition K, approved in 1996 by Los Angeles voters, financed the soon-to-be completed community center in the Greenbelt park. The area to the south remains blighted with industrial uses and or abandoned lots. These areas will be developed to provide the community and visitors with open space and harbor-oriented amenities as well as habitat restoration and learning opportunities.

Final project tasks include land acquisition and final site design. Final project designs are contingent on securing additional public land. The next step involves negotiating successful land purchase agreements with private landowners. Conservancy staff is recommending the Conservancy fund a portion of land acquisition to support regional coastal access facilities.



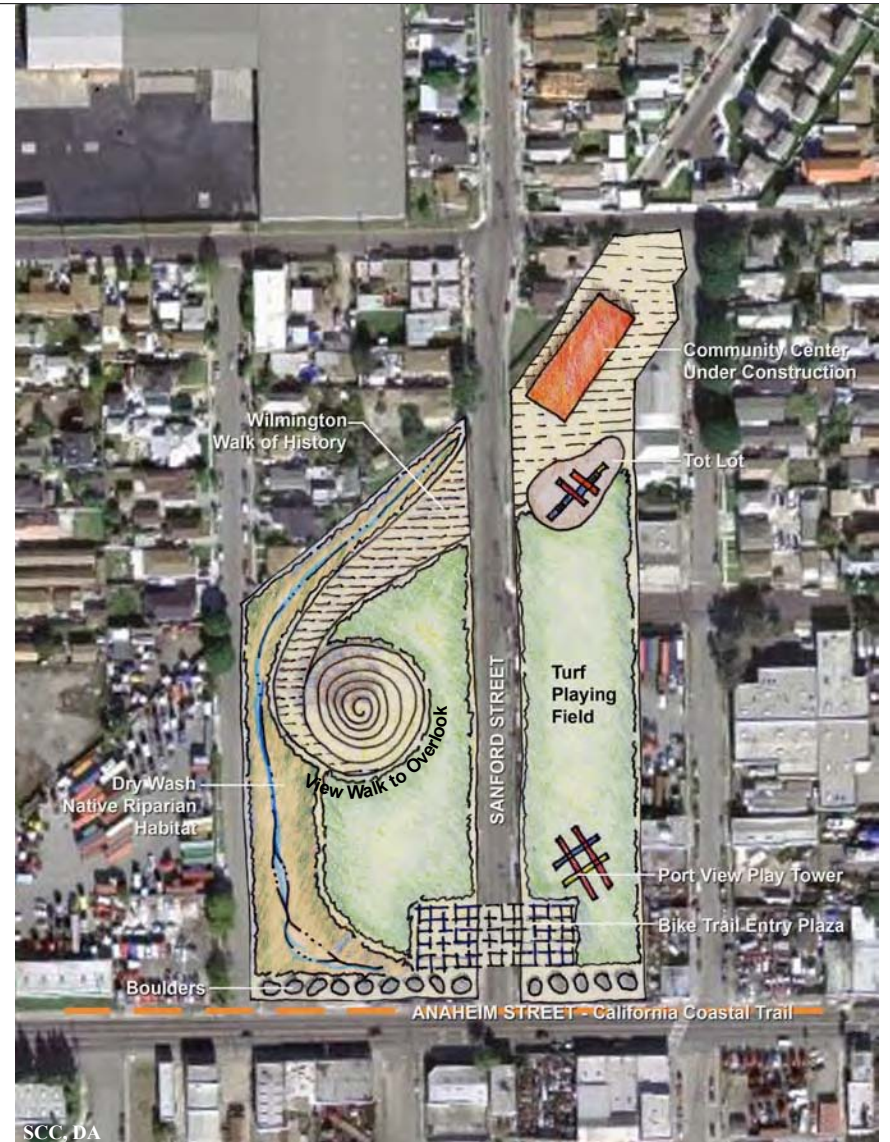
Blighted lots will be developed to provide open space



Community Center site

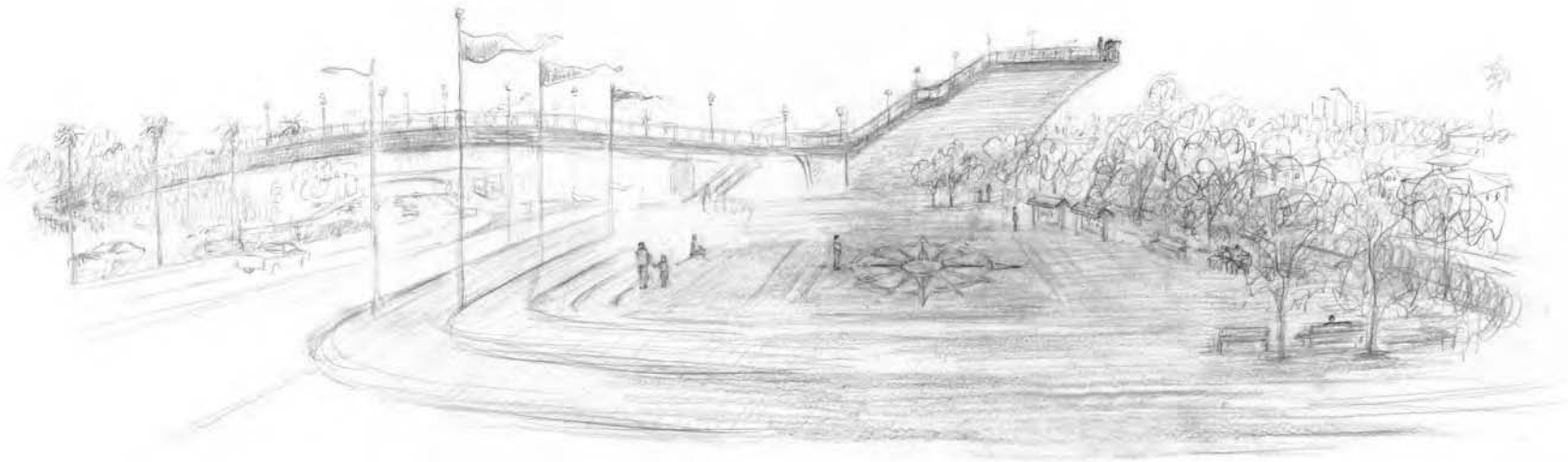


Community Center under construction



Coastal Conservancy Alternative, 2004

VI. Waterfront Gateway



LOMA Studio

Illustrative Proposed Design

The Waterfront Gateway currently is:

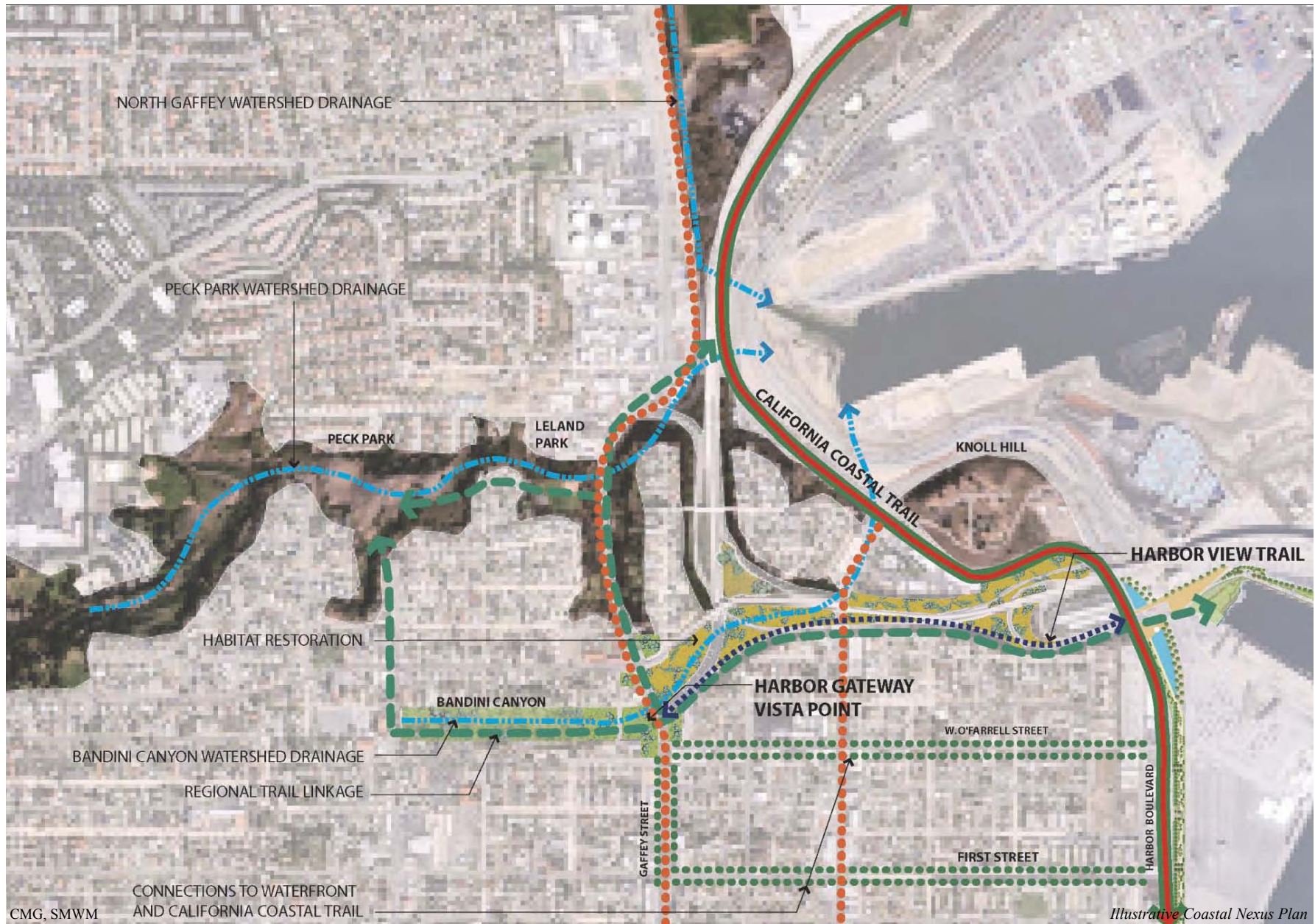
- An abandoned corner gas station, adjacent to regional destinations;
- An opportunity brownfield location; and
- A confusing and dangerous entrance gateway for visitors.



Existing Conditions

The Waterfront Gateway could become:

- An international meeting place, a “familiar local view,” or both at the same time;
- A new public space, restored, redeveloped, and re-used;
- A wayfinding beacon;
- An alternative route;
- A historical landmark with educational and interpretive information; and
- A great harbor view, even one of Los Angeles’ top twenty views.



Regional Links

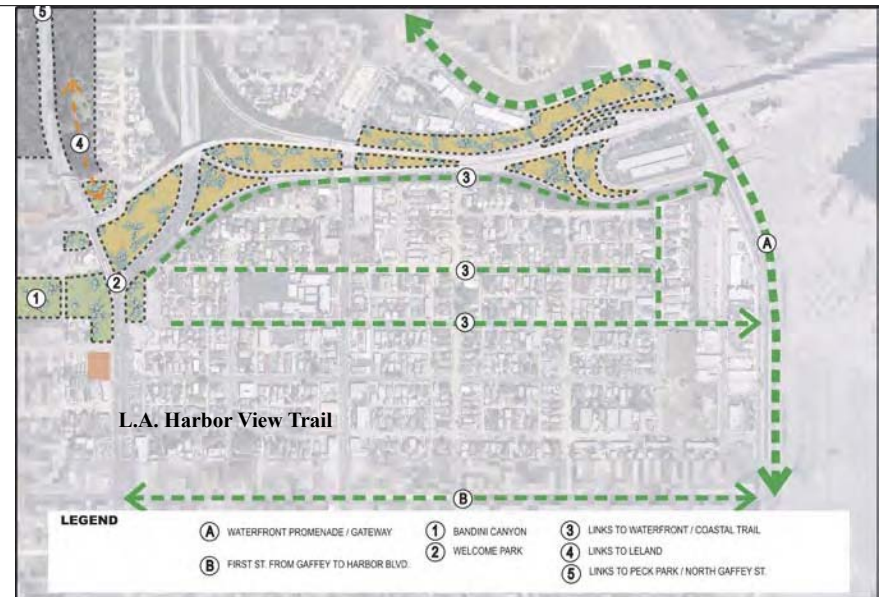
The Waterfront Gateway project is located in the harbor area extending from the Los Angeles Cruise Center west to the Gaffey Street terminus of the Harbor Freeway (I-110). The project consists of developing new parks and open space and harbor-oriented visitor facilities.

Due to its pivotal central location, the waterfront gateway links regional Harbor-oriented visitors to the Upper and Lower Coastal Trails, Knoll Hill, Bandini Canyon, Peck Park, Machado Lake and the San Pedro waterfront.

Links - L.A. Harbor View Trail

The Gateway Park and associated View Trail will serve as a connection between Bandini, Peck and Leland Parks and Canyons, and the California Coastal Trail leading to the central San Pedro waterfront Cruise Center.

The Waterfront Gateway would include many enhanced attractions for regional visitors, such as trail and street pedestrian connections, scenic and visual link-ages, way-finding, educational signage, and maritime and historical interpretive features.



CMG, SMWM

Illustrative Waterfront Linkage Concept



Gaffey through Leland Park



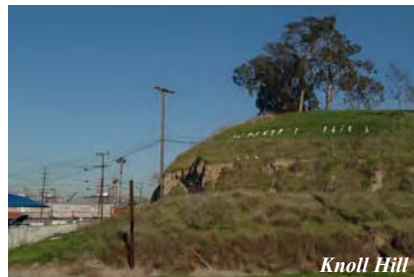
Bandini Canyon



L.A. Harbor View Trail

Links - Knoll Hill

The Waterfront Gateway project will also connect residents and regional visitors to Knoll Hill, a scenic overlook and critical open space which is strategically located along the waterfront site between San Pedro and Wilmington.



Knoll Hill



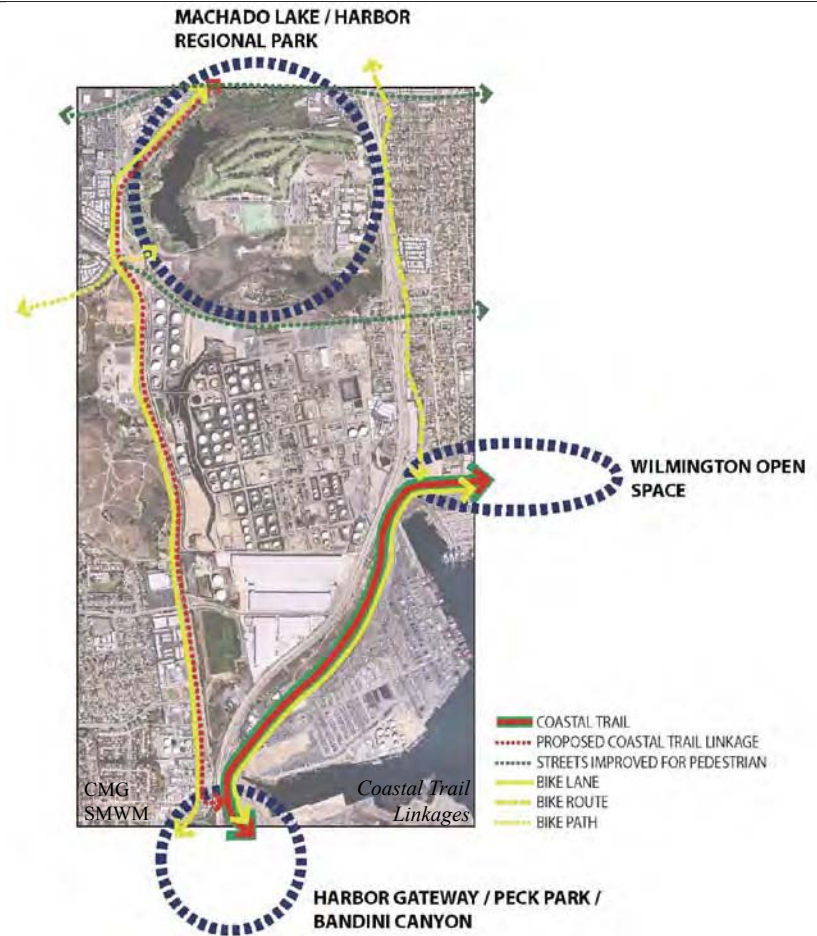
Harbor as seen from Knoll Hill

Links - Peck and Leland Parks/North Gaffey/Machado Lake

The Waterfront Gateway project will serve as a gateway to the northern stretches of the harbor segment of the California Coastal Trail, with destinations such as Leland Park, Peck Park and Machado Lake.

Leland, Peck and Bandini Parks and Canyons continue the waterfront greenway open space, forming a network of natural and landscaped parklands. Opportunities for habitat restoration are numerous with the gateway, extending from the San Pedro waterfront and Coastal Trail to the Harbor Freeway and Gaffey Street area and incorporating the habitat and landscaped areas of these existing canyons

Flood control channel along North Gaffey is a good opportunity for habitat restoration and landscaping. The restoration and enhancement of Machado Lake within Ken Malloy Harbor Regional Park has been a long-term Coastal Conservancy priority. The lake is an important regional access destination, and contains important aquatic habitat.



Gaffey through Leland Park



Peck Park



Machado Lake and Harbor Park



Machado Lake



The Gateway features restoration and enhancement of natural habitats.

Features

The Waterfront Gateway will provide a striking landscape scale “first impression” to visitors entering San Pedro from North Gaffey. It will provide important public visitor-serving facilities and introduce these statewide visitors to the San Pedro waterfront and its recreational amenities, open space, natural areas, and maritime-related educational, commercial, and industrial sites.

Through coordinated signs; easy-to-find and easy-to-navigate destination maps; maritime and historical interpretive features and viewing areas, the Waterfront Gateway will provide essential visual, scenic and physical connections between inland areas of San Pedro and the waterfront.

The Gateway will feature links to the Upper Coastal Trail and the continuation

of this segment of the Coastal Trail up Gaffey Street to the north, connecting to Peck and Leland Parks, Machado Lake/Ken Malloy Harbor Regional Park and the Pacific Coast Bike Trail at Pacific Coast Highway. North Gaffey is a major regional connector for linking the Coastal Trail to inland communities. Regional access improvements are recommended. The restoration and enhancement of Machado Lake has been a long-standing Coastal Conservancy priority and the Conservancy is currently working with the City of Los Angeles Recreation and Parks Department to complete final implementation alternative plans.

The Waterfront Gateway will also contain a new coastal access trail connection to Knoll Hill, the Cruise Ship Terminal and San Pedro Waterfront Promenade as well as related waterfront visitor information and parking.



Waterfront Gateway Park will establish inland connections to San Pedro Promenade.



The Waterfront Gateway Park will provide enhanced attractions for regional visitors.

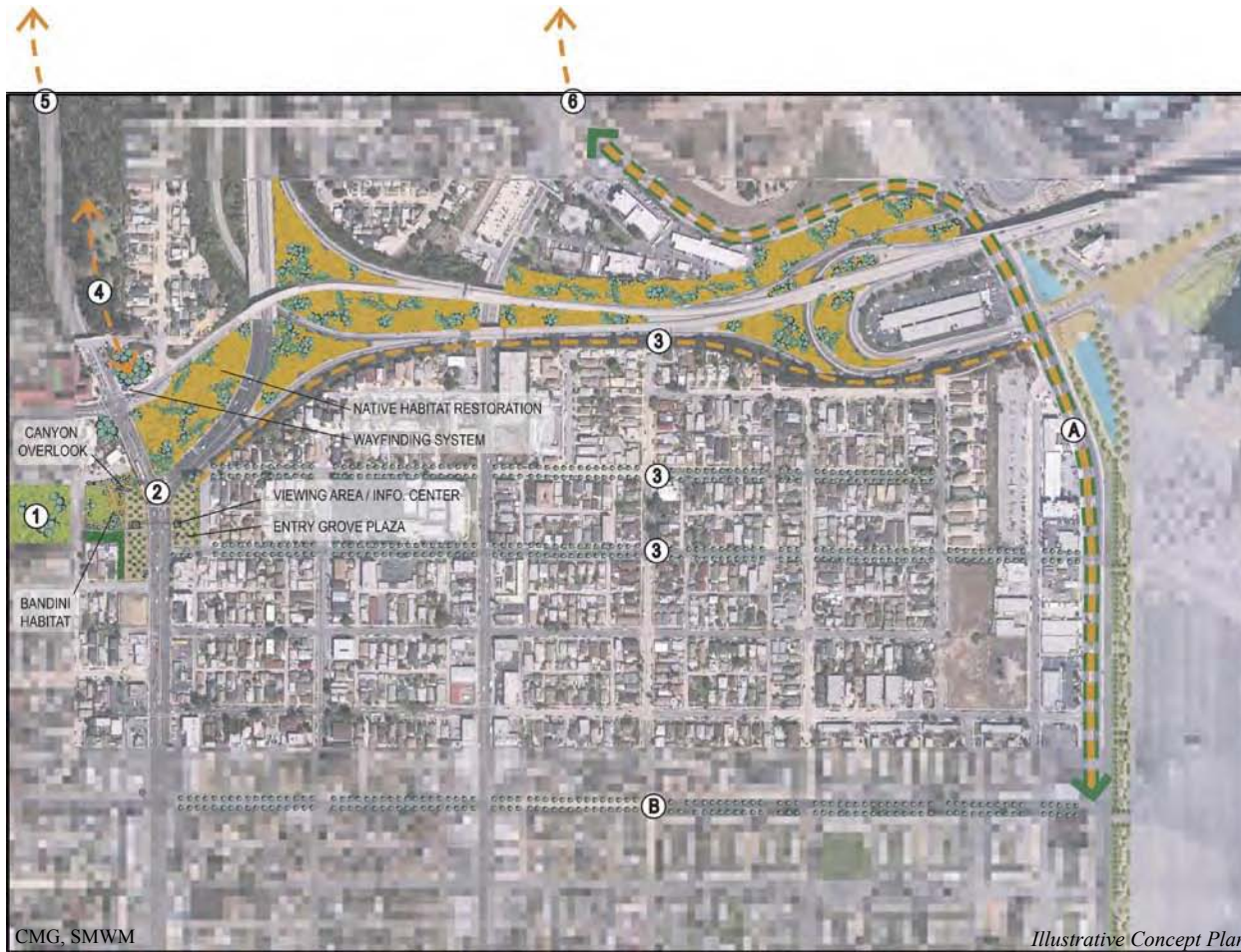
The waterfront gateway will feature restoration and enhancement of natural habitats and includes physical connections to the adjacent natural canyon areas, Bandini Canyon and Leland and Peck Parks and Canyons. Proposed concept plans include the sensitive integration of human-made features into the natural environment, and the restoration and enhancement of watershed drainage and related open space and park lands, contributing to improved water quality and improved quality of life. Both Bandini Canyon and Peck Park Canyon are proposed for natural resource restoration and enhancement.



Proposed heart of Waterfront Gateway Park



Gaffey through Leland Park



LEGEND

NATIVE HABITAT RESTORATION
 - Restore canyon habitat in historic drainage to

VIEWING AREA
 - Raised overlook options include a tower, new bridge or earthwork. Each of these elements might be combined with another to support an information and interpretive center.

INFORMATION CENTER
 - Information and harbor area interpretive elements can be located across the Welcome Park site or gathered together in the viewing

WAYFINDING
 - Wayfinding can be a comprehensive system of environmental graphics directed at both pedestrians and vehicular traffic.

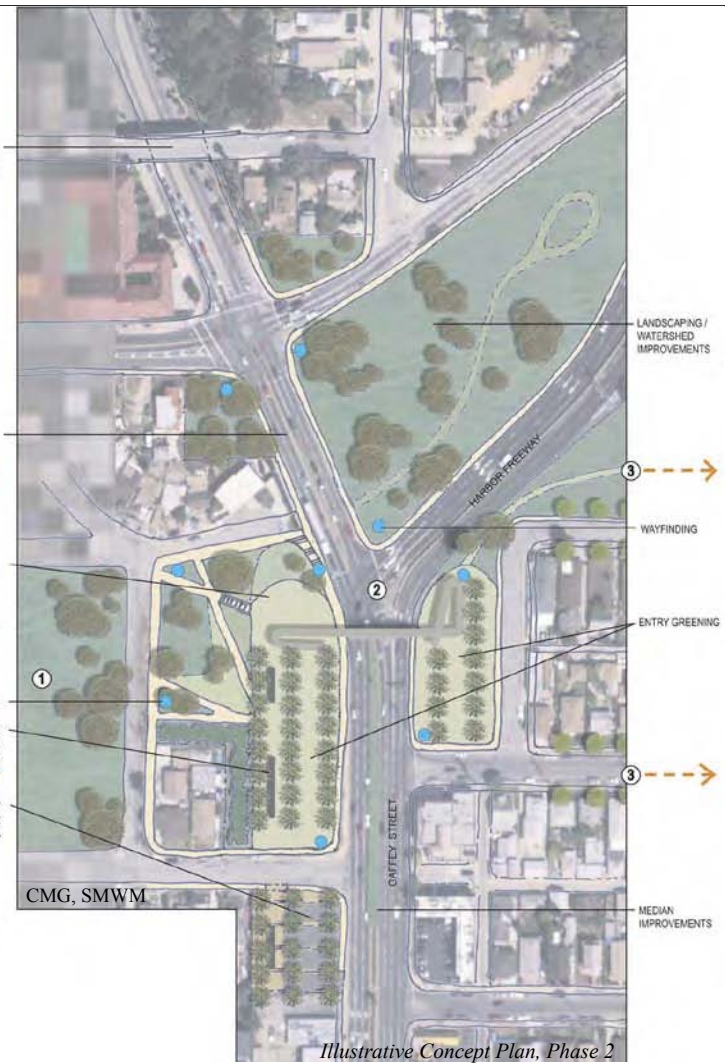
- (A)** WATERFRONT PROMENADE / GATEWAY
- (B)** FIRST ST. FROM GAFFEY TO HARBOR BLVD.
- (1)** BANDINI CANYON
- (2)** WELCOME PARK
- (3)** LINKS TO WATERFRONT / COASTAL TRAIL
- (4)** LINKS TO LELAND
- (5)** LINKS TO PECK PARK / NORTH GAFFEY ST.
- (6)** LINKS TO WILMINGTON



Potential future view from L.A. Harbor Waterfront Gateway Park.



Illustrative Concept Plan, Phase 1



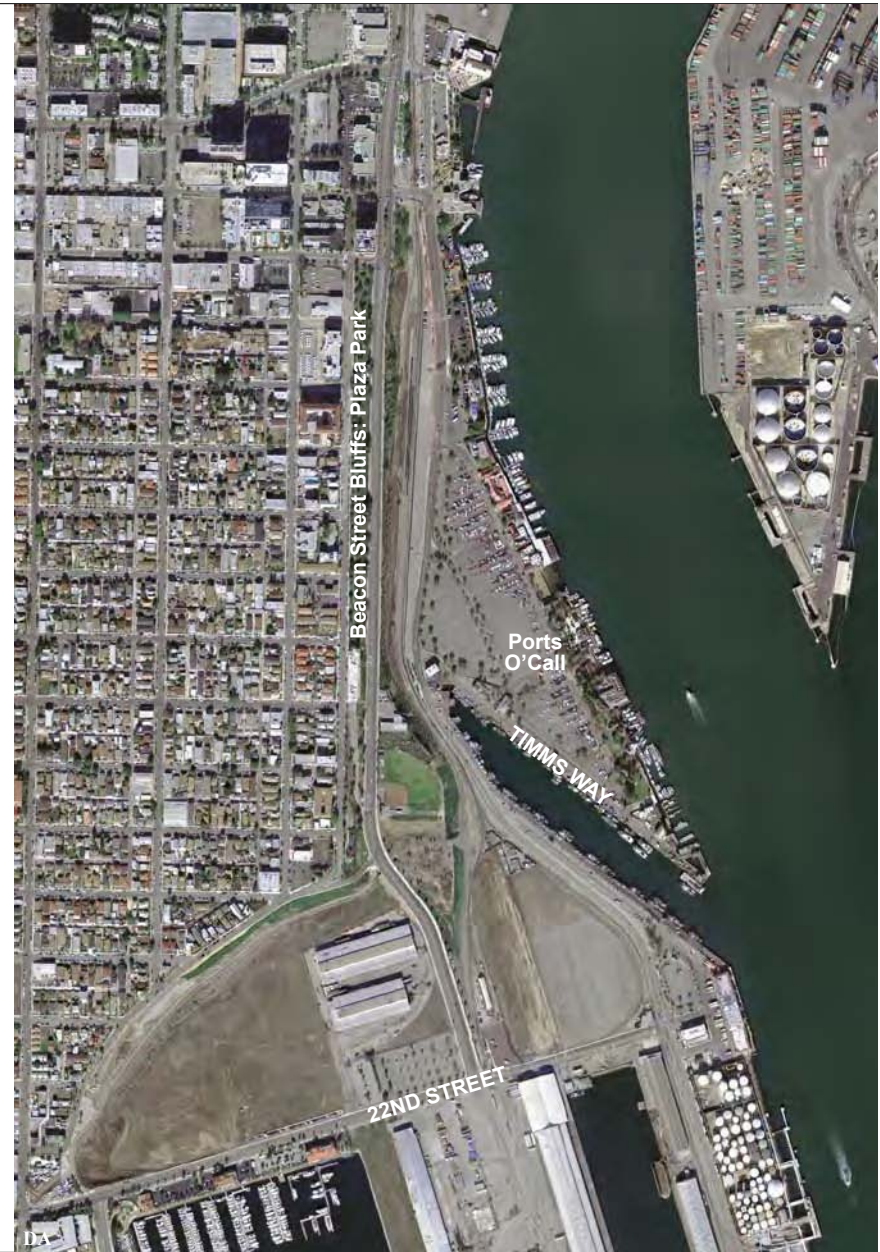
Illustrative Concept Plan, Phase 2

Action

Final project tasks include final site design and engineering, additional land acquisition, and securing required approvals and permits. Major project elements will include landscaping, both native plantings and hardscape installation; way-finding, including provisions for parking, visitor information kiosks, and area maps;

designating historical features and signage; viewing areas; natural habitat restoration; and related trails development, including connections to inland trails. A Conceptual Plan for Peck Park Canyon was recently completed, as well as a Plan for restoring Bandini Canyon, both of which consider an integrated trails system.

VII. Beacon Street Bluffs: San Pedro Plaza Park



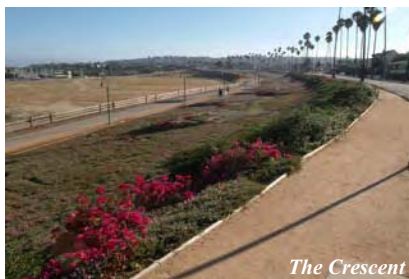
Links

The Bluffs Park project area includes the coastal bluff along Beacon Street between 7th Street and 22nd Street in central San Pedro. This project area is the current site of the City of Los Angeles Plaza Park. The proposed improvements will create a key segment of the California Coastal Trail along a coastal bluff park overlooking and immediately bordering the main harbor areas of San Pedro. The proposed project creates a series of physical and visual connections to the waterfront and promenade. The project establishes significant inland connections from immediately adjacent neighborhoods and the historic business district of San Pedro, down over the bluff park area, to the Lower Coastal Trail and the San Pedro Waterfront Promenade, the Red Car Line and Ports O'Call.

To maintain these visual connections, the City of Los Angeles Bridge to Breakwater Draft Master Plan includes a height limit for structures built below Plaza Park so that views from the Bluffs are not obstructed.



Beacon Street and Plaza Park



The Crescent



Timms overview

The Beacon Street Bluffs and Plaza Park improvements will provide links to inland and the waterfront.



San Pedro Downtown



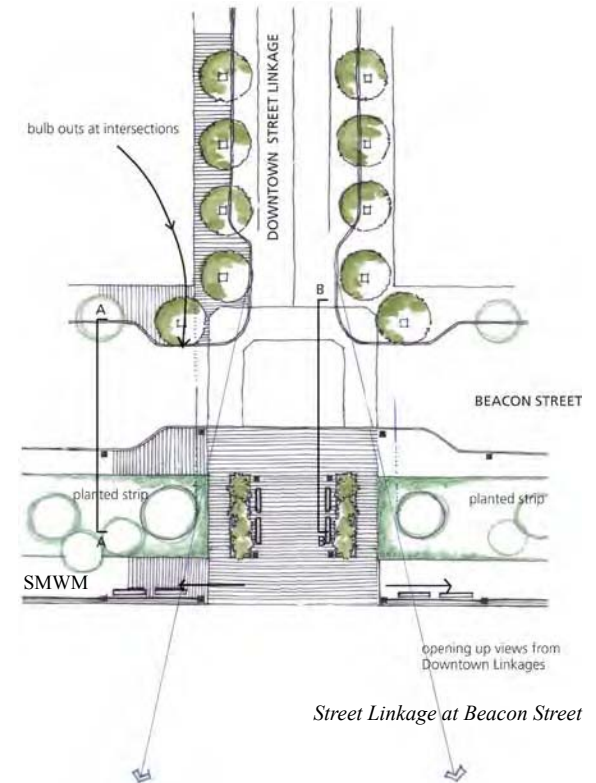
Red Car

Features

The proposed improvements to the Bluffs Park area consist of an integrated system of improved pathways, stairways, and support facilities such as seating areas, lighting, water fountains, restrooms and landscaping, which will improve this segment of the Lower Coastal Trail in central San Pedro. The improvements will also include physical linkages from inland San Pedro to the San Pedro Waterfront Promenade, the Ports O'Call, and the fishing fleet slip. Connecting streets will receive landscaping, lighting and sidewalk improvements, and utility poles will be undergrounded.

Action

Final project tasks include final site design and engineering, as well as securing any necessary approvals and permits. No land acquisition is required.



Stairway alternatives



Mia Lehrer + Associates
13th and Beacon St.



9th and Beacon St.



VIII. Point Fermin Coast - Sunken City/Pacific Avenue to White Point



LOMA Studio



SCC, DA

Point Fermin Coast - Sunken City/Pacific Avenue to White Point

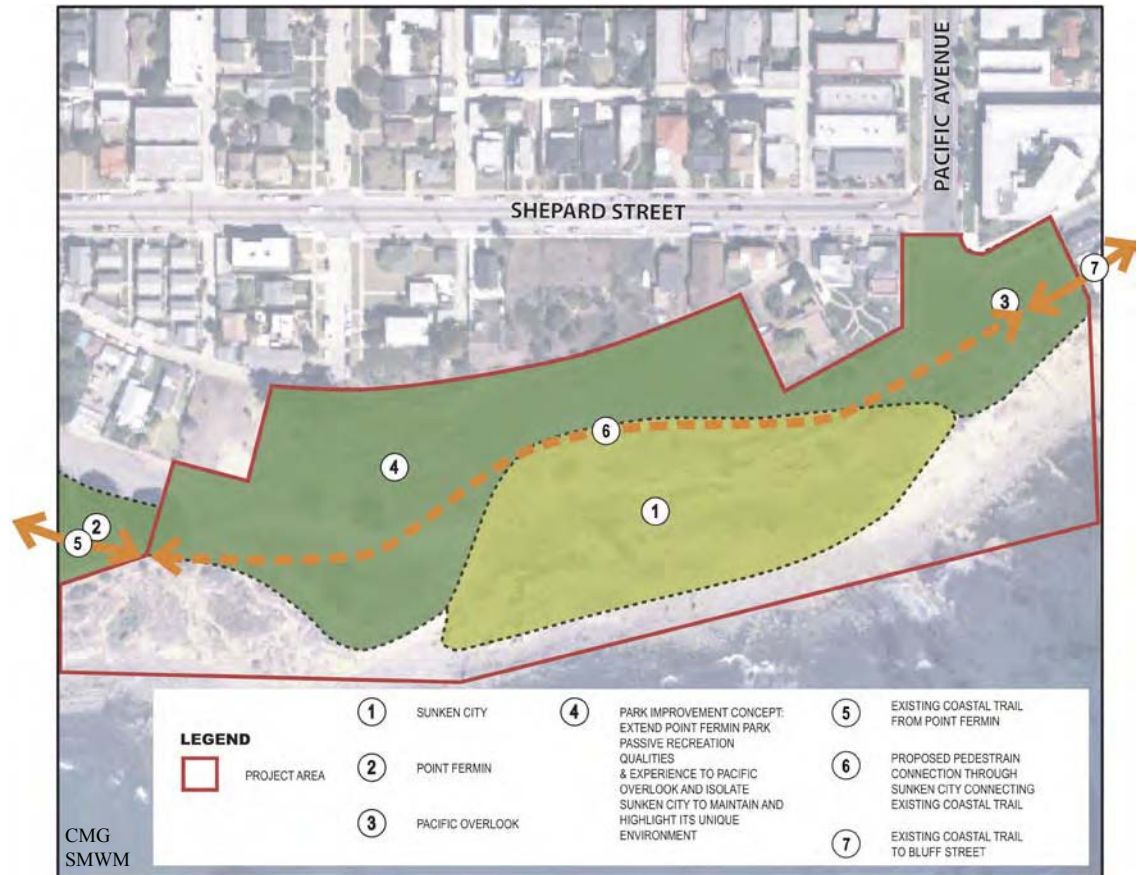
Point Fermin Coast

Sunken City/Pacific Ave. to White Point

Links

Point Fermin Coast from White Point to Pacific Overlook is designated as part of the California Coastal Trail. This stretch of road is important to the Coastal Trail development because it is the Gateway to the L.A. Harbor, connecting the existing California Coastal Trail to the north with the proposed Harbor Area Coastal Trails, thereby linking San Pedro and Wilmington to the communities along the northern reaches of the California Coastal Trail.

This stretch of the California Coastal Trail represents an important link to the working waterfront in San Pedro, Cabrillo Beach and the historic downtown San Pedro. It also connects to the interesting geomorphic destination of Sunken City and scenic Pacific Overlook, adding these places to the list of valuable destinations along the Coastal Trail.





DA

Sunken City

Features

Sunken City is comprised of two distinct areas: a bluff top that connects to both Point Fermin Park and Pacific Overlook and the slowly sliding landscape that is a remnant of a former residential development.

Development of a new coastal park, and a new entrance to Sunken City, is proposed at the existing public parking lot at the end of Pacific Avenue. Improvements to Sunken City would include a new trail, signage, public art, gates, fencing and important public safety improvements to connect the Pacific Avenue coastal park to Point Fermin Park.

The new park development will extend the sense of open space along the top of the bluff to Pacific Avenue and distinctly isolate Sunken City as the lower portion of the site.

Visual and physical connections, between the bluff top and the lower landscape, will be made with educational signage and artistic installations, which interpret the geomorphic and human history of the site. Native landscaping will replace the existing non-native invasive species where feasible. Historic ornamentals, such as the twin palms that flank a former street, will be preserved.

The Pacific Avenue/Sunken City location is an ideal site to observe natural phenomena such as erosion and subsidence and to educate and inspire visitors. Carl Cheng, the Los Angeles public artist, suggests the possibility of an art feature to help visitors better understand and reflect upon the conditions of coastal geology and geomorphology, perhaps provoking thoughts like “why Sunken City?”

Within the public access portion of the Sunken City, on the north edge of the site and overlooking the crumpled neighborhood there is room for an installation without changing the character of this ‘hidden gem’ or adding any new public access features to the collapsed landscape.



Sunken City



The beach below Sunken City



Entrance to Sunken City from Point Fermin Park



Bluff top in Sunken City

Action

Final project tasks include final site design and engineering, as well as securing any needed approvals and permits. Improvements include the installation of landscaping, signage, sidewalks, replacement fencing, public art, and making trail improvements to the existing informal bluff-top trail system currently being used by visitors.



Cliffs below Sunken City



Sunken City



Sunken City



Bluff top looking down into Sunken City

Pacific Overlook

Features

The Pacific Overlook would serve as an entrance to Sunken City and would provide an alternative coastal trail route for hikers, walkers and bicyclists to the current on-street Shepard Street/Paseo del Mar alignment. This proposed gateway would involve constructing a new coastal park, and include interpretive and informational signage and coastal viewing opportunities.

The Overlook Park will provide for simple, native plantings with unostentatious pathways from the parking to the bluff edge of park. Limited seating will be provided. No permanent irrigation is planned and the park plantings are to be drought-tolerant, dry landscape species interspersed with low boulders. The eastern boundary of the overlook park includes decorative and security/noise screening, with a living wall of native vines.

The park similarly provides a simple entrance to Sunken City, inviting those curious to a different coastal experience. The features of this new entrance and the bluff top retaining wall will mimic those of the Point Fermin Park wall.



Pacific Overlook from end of Pacific Avenue



Entrance to Sunken City from Pacific Overlook



Pacific Overlook will provide a simple entrance to Sunken City.

Action

The Coastal/Community Park at the Pacific Avenue Overlook must be designed and constructed to protect the residential character and scale of the adjacent neighborhood, which must remain primarily local-serving residential streets. Coastal trail users arriving by vehicle should be directed up Pacific Avenue to coastal trail connections to the north.

Final project tasks include final site design and engineering, and securing any approvals and permits. Improvements include the demolition and partial reconstruction of an existing paved parking lot at the southerly terminus of Pacific Avenue, and installation of landscaping, signage, sidewalks and replacement fencing.



Paseo Del Mar

Features

This project component entails installing landscaping improvements, parking re-striping, gateway monuments and signage, repair and replacement of fencing along the ocean-side of the street, selected median plantings, installation of stop signs and a smart crosswalk, installation of a community board, new community signage, and creation of coastal access nodes.

The segment of Paseo Del Mar within which these improvements would be made runs from Western Avenue on the west to Pacific Avenue on the east. All improvements would take place upon public property within the right-of-way of Paseo del Mar or adjacent public park property.

Action

Final project tasks include final site design and engineering, as well as securing any needed approvals and permits. Along Paseo del Mar, from Western Avenue to Pacific Avenue, the project proposes improved connections to the coast, better signage, better pedestrian facilities, and viewpoint enhancements. There will be clearly designated public parking areas at Gaffey Street, Flores Park, White Point, and Royal Palms Park.



Mia Lehrer + Associates

Expanded Sidewalk and Bulb-out



Flores Park



Flores Park



Paseo Del Mar at Flores Park



Paseo Del Mar

IX. Plan Implementation: Initial Projects Strategy

This Summary Report describes an integrated, coordinated program of coastal access and waterfront project improvements, included in a series of coordinated actions. The Conservancy’s Los Angeles Harbor Area Public Access & Urban Waterfront Plan is focused on a series of early implementation Coastal Trail improvements and community “gateway” projects. The planning documents have identified several specific elements that can be implemented in the near future. Conservancy staff believe these elements can be implemented within the means and capabilities of our project partners.

Each proposed early implementation project is intended to meet complementary state, regional and local goals for waterfront access and community development. Each project area and improvement project was evaluated as part of a series of linked gateways from each coastal community and its neighborhoods to the Los Angeles Harbor waterfront.

The project element cost summary included here provides estimates of the funds needed to complete the steps necessary to implement the initial phase

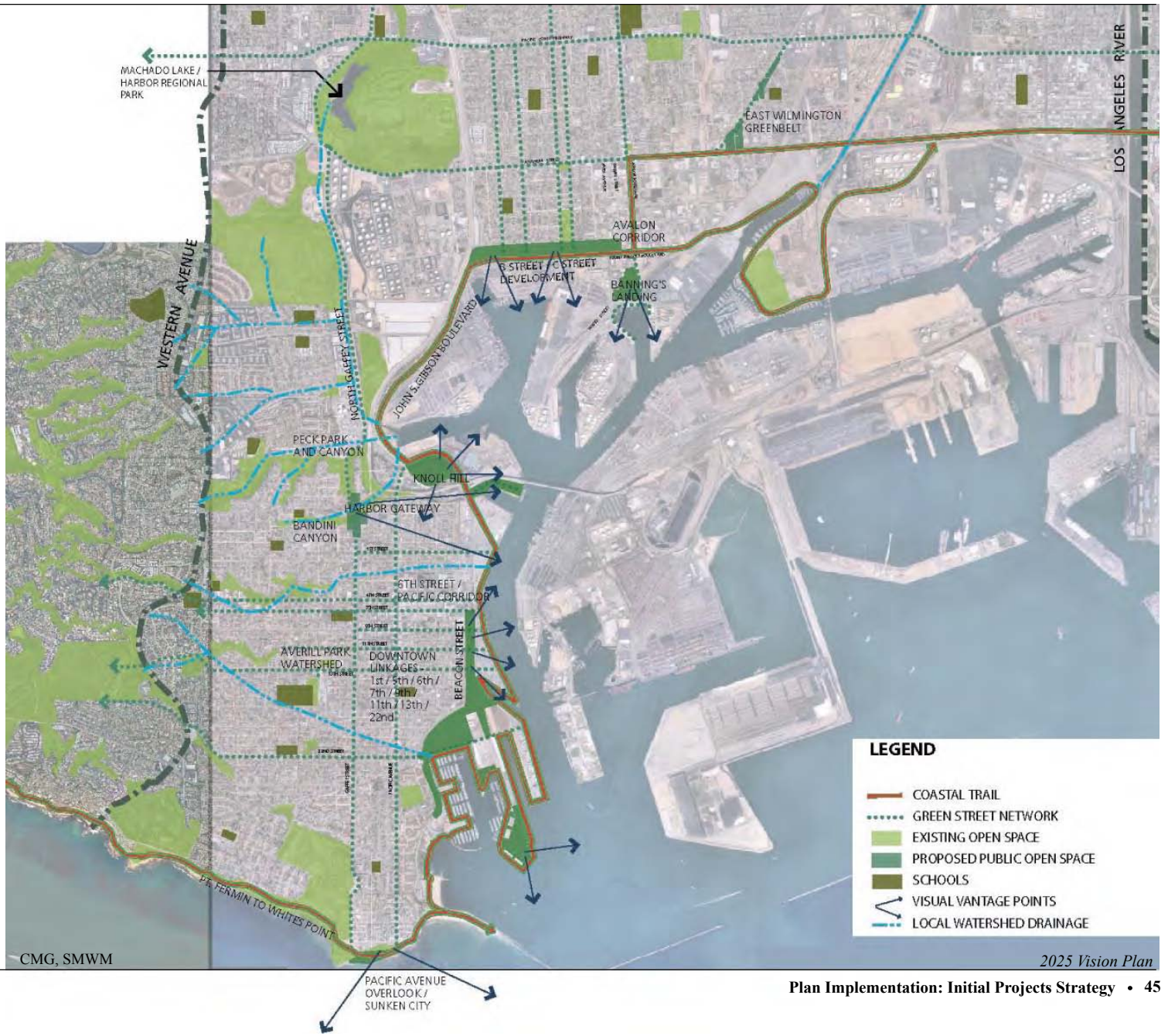
of improved regional access facilities. Several projects are proposed to be implemented in the next two to three years, as part of an Initial Projects Strategy.

The Coastal Conservancy is proposing to leverage its limited funding with funds from other sources in order to implement a series of early implementation projects. The Coastal Conservancy’s funding is proposed to be used for providing regional access facilities, as part of community efforts to provide greater waterfront access to local, regional and statewide visitors.

In the past two years, multiple sources of project funding have been identified. Current effort is underway to secure project funding to complement funds to be provided by the Coastal Conservancy.

The two exhibits shown on the next pages illustrate how a series of linked implementation projects can provide the basis for a longer term vision of an integrated, comprehensive Coastal Trail and Waterfront Access Plan for the entire Los Angeles Harbor Area.







Implementation Funding Summary: Initial Project Strategy

The figures below are minimum estimates for completing the initial phase of regional access improvements at the selected waterfront gateway locations, and for providing regional coastal trail signage and related improvements. All of the proposed initial implementation projects require additional final planning, project design, or engineering analysis. In some cases, additional permitting and approvals may be needed. The estimated acquisition costs for the East Wilmington Greenbelt are preliminary and subject to change.

<u>Project Element</u>	<u>Estimated Costs</u>	<u>Project Element</u>	<u>Estimated Costs</u>
1. Coastal Trail Development		4. Beacon Street/Plaza Park	
Final Plans and Specifications	\$100,000 - \$200,000	Regional Access Facilities	
Coastal Trail Signage	\$150,000 - \$300,000	Final Plans and Specifications	\$100,000 - \$150,000
		Initial Phase Improvements	\$250,000 - \$500,000
2. East Wilmington Greenbelt		5. Point Fermin Coast/ Pacific Avenue/Sunken City	
Parcel Acquisition	\$500,000 - \$2,000,000	Regional Access Facilities	
Regional Access Facilities		Final Plans and Specifications	\$100,000 - \$100,000
Final Plans and Specifications	\$100,000 - \$200,000	Initial Phase Improvements	\$250,000 - \$500,000
Initial Phase Improvements	\$500,000 - \$1,500,000		
3. Waterfront Gateway/ Harbor View Trail		White Point/Paseo Del Mar	
Final Plans and Specifications	\$100,000 - \$200,000	Regional Access Facilities	
Initial Phase Improvements	\$250,000 - \$500,000	Final Plans and Specifications	\$100,000 - \$100,000
		Initial Phase Improvements	\$250,000 - \$500,000
Waterfront Gateway Plaza		Total for All Project Elements:	\$3,600,000- \$9,350,000
Parcel Acquisition	\$500,000 - \$2,000,000		
Final Plans and Specifications	\$100,000 - \$100,000		
Initial Phase Improvements	\$250,000 - \$500,000		

Appendix A

Related Plans, Studies, Reports and Recommendations

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Acknowledgements

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SMWM

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The Trust for Public Land
Wilmington Citizens Committee
Coastal San Pedro Neighborhood Council
Central San Pedro Neighborhood Council
Northwest San Pedro Neighborhood Council
Wilmington Neighborhood Council
The Port of Los Angeles Community Advisory Committee (PCAC)
PCAC Coordinated Plan Subcommittee
The CRA Community Advisory Committee (CAC)
The Bandini Canyon Steering Committee
The Los Angeles Neighborhood Initiative (LANI)
San Pedro Chamber of Commerce - Beautification Committee
Palisades Homeowners Association
Point Fermin Residents Association
San Pedro and Peninsula Homeowners Coalition
Downtown San Pedro Neighborhood Watch
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